

Chapter 11 Body

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1 General information

Warning: 1995 and later models covered by this manual are equipped with an airbag. Impact sensors for the airbag system are located in the instrument panel, at the front and underneath the vehicle. The airbag can accidentally deploy if these sensors are disturbed, so be extremely careful when working in these areas. Airbag system components are also located in the steering wheel and the steering column, so be extremely careful when working in these areas and don't disturb any airbag system components or wiring. You could be injured if an airbag accidentally deploys, and the airbag might not deploy correctly in a collision if any of the components or wiring in the system have been disturbed.

Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

The vehicles covered by this manual are built with a body-on-frame construction.

Certain components are particularly vulnerable to accident damage and can be unbolted and repaired or replaced. Among these parts are the doors, seats, tailgate, tailgate glass, bumpers and fenders and door glass.

Only general body maintenance practices and body panel repair procedures within the scope of the do-it-yourselfer are included in this Chapter.

2 Body - maintenance

1 The condition of the body is very important, because the value of the vehicle is dependent on it. It's much more difficult to repair a neglected or damaged body than it is to repair mechanical components. The hidden areas of the body, such as the fender wells and the engine compartment, are

equally important, although they obviously don't require as frequent attention as the rest of the body.

2 Once a year, or every 12,000 miles, it's a good idea to have the underside of the body steam cleaned. All traces of dirt and oil will be removed and the underside can then be inspected carefully for damaged brake lines, frayed electrical wiring, damaged cables and other problems.

3 At the same time, clean the engine and the engine compartment with a water soluble degreaser.

4 The body should be washed as needed. Wet the vehicle thoroughly to soften the dirt, then wash it down with a soft sponge and plenty of clean soapy water. If the surplus dirt isn't washed off very carefully, it will in time wear down the paint.

5 Spots of tar or asphalt coating thrown up from the road should be removed with a cloth soaked in solvent.

6 Once every six months, wax the body thoroughly.

3 Upholstery and carpets - maintenance

1 Every three months remove the floor-mats and clean the interior of the vehicle (more frequently if necessary). Use a stiff whisk broom to brush the carpeting and loosen dirt and dust, then vacuum the upholstery and carpets thoroughly, especially along seams and crevices.

2 Dirt and stains can be removed from carpeting with basic household or automotive carpet shampoos available in spray cans. Follow the directions and vacuum again, then use a stiff brush to bring back the "nap" of the carpet.

3 Most interiors have cloth or vinyl upholstery, either of which can be cleaned and maintained with a number of material-specific cleaners or shampoos available in auto sup-

ply stores. Follow the directions on the product for usage, and always spot-test any upholstery cleaner on an inconspicuous area (bottom edge of a back seat cushion) to ensure that it doesn't cause a color shift in the material.

4 After cleaning, vinyl upholstery should be treated with a protectant. **Note:** Make sure the protectant container indicates the product can be used on seats - some products may make a seat too slippery. **Caution:** Do not use protectant on vinyl-covered steering wheels.

5 Leather upholstery requires special care. It should be cleaned regularly with saddle soap or leather cleaner. Never use alcohol, gasoline, nail polish remover or thinner to clean leather upholstery.

6 After cleaning, regularly treat leather upholstery with a leather conditioner, rubbed in with a soft cotton cloth. Never use car wax on leather upholstery.

7 In areas where the interior of the vehicle is subject to bright sunlight, cover leather seating areas of the seats with a sheet if the vehicle is to be left out for any length of time.

4 Vinyl trim - maintenance

Vinyl trim should not be cleaned with detergents, caustic soaps or petroleum-based cleaners. Plain soap and water or a mild vinyl cleaner is best for stains. Test a small area for color fastness. Bubbles under the vinyl can be eliminated by piercing them with a pin and then working the air out.

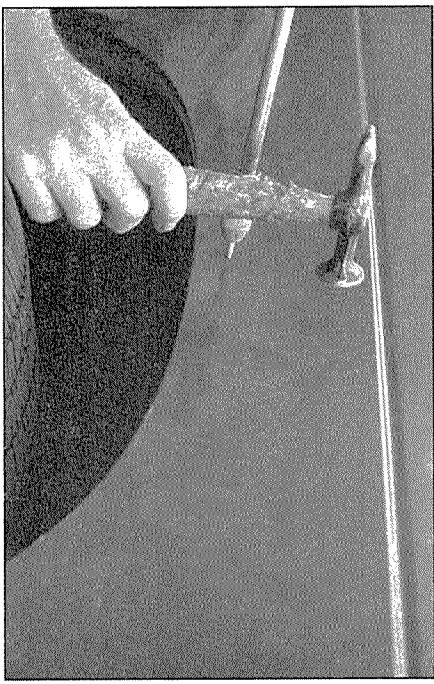
5 Hinges and locks - maintenance

Every 3000 miles or three months, the door, hood and trunk lid hinges should be lubricated with a few drops of oil. The door striker plates should also be given a thin coat of white lithium-based grease to reduce wear and ensure free movement.

These photos illustrate a method of repairing simple dents. They are intended to supplement *Body repair - minor damage* in this Chapter and should not be used as the sole instructions for body repair on these vehicles.



1 If you can't access the backside of the body panel to hammer out the dent, pull it out with a slide-hammer-type dent puller. In the deepest portion of the dent or along the crease line, drill or punch hole(s) at least one inch apart . . .



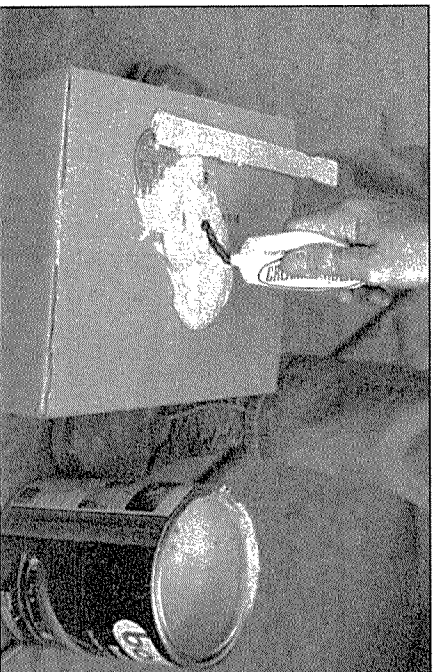
2 . . . then screw the slide-hammer into the hole and operate it. Tap with a hammer near the edge of the dent to help 'pop' the metal back to its original shape. When you're finished, the dent area should be close to its original contour and about 1/8-inch below the surface of the surrounding metal



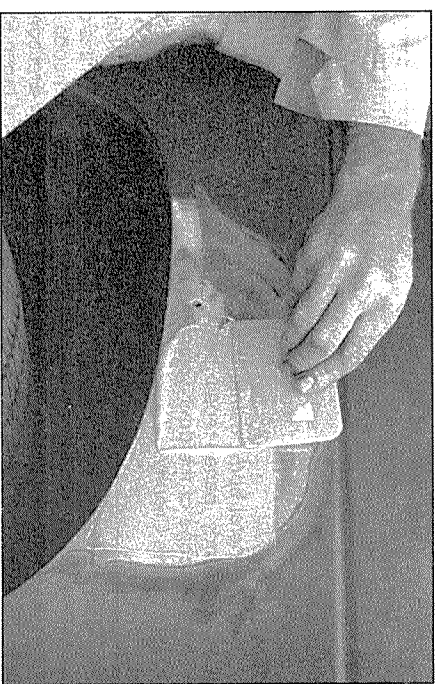
3 Using coarse-grit sandpaper, remove the paint down to the bare metal. Hand sanding works fine, but the disc sander shown here makes the job faster. Use finer (about 320-grit) sandpaper to feather-edge the paint at least one inch around the dent area



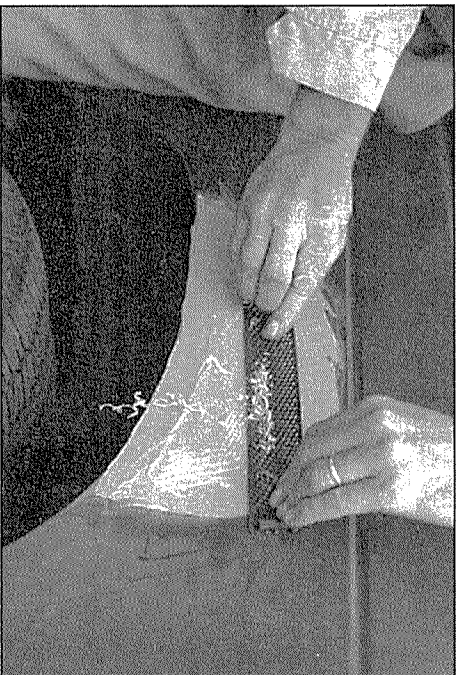
4 When the paint is removed, touch will probably be more helpful than sight for telling if the metal is straight. Hammer down the high spots or raise the low spots as necessary. Clean the repair area with wax/silicone remover



5 Following label instructions, mix up a batch of plastic filler and hardener. The ratio of filler to hardener is critical, and, if you mix it incorrectly, it will either not cure properly or cure too quickly (you won't have time to file and sand it into shape)



6 Working quickly so the filler doesn't harden, use a plastic applicator to press the body filler firmly into the metal, assuring it bonds completely. Work the filler until it matches the original contour and is slightly above the surrounding metal



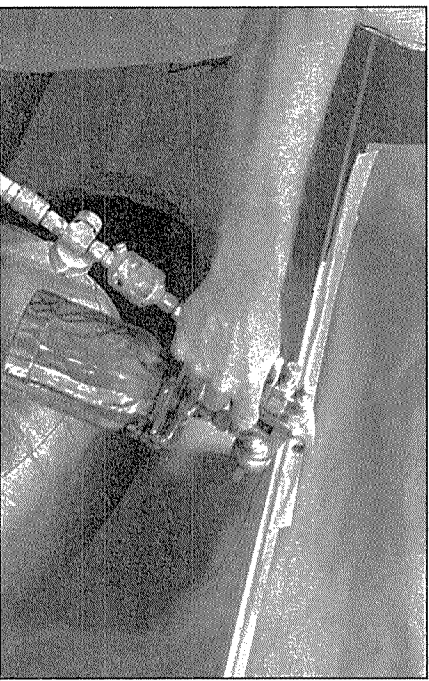
7 Let the filler harden until you can just dent it with your fingernail. Use a body file or Surform tool (shown here) to rough-shape the filler



8 Use coarse-grit sandpaper and a sanding board or block to work the filler down until it's smooth and even. Work down to finer grits of sandpaper - always using a board or block - ending up with 360 or 400 grit



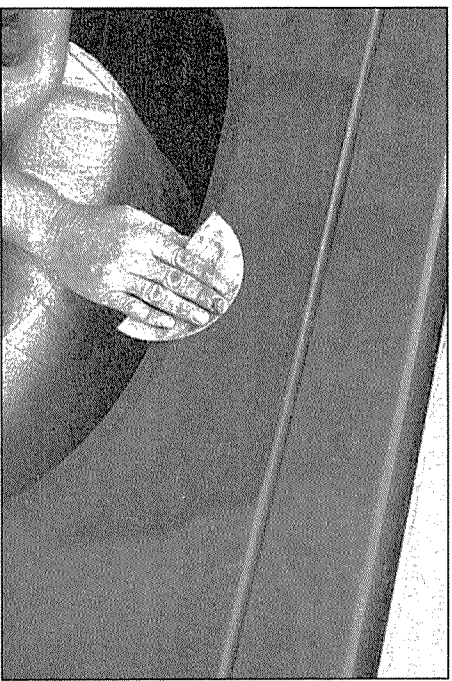
9 You shouldn't be able to feel any ridge at the transition from the filler to the bare metal or from the bare metal to the old paint. As soon as the repair is flat and uniform, remove the dust and mask off the adjacent panels or trim pieces



10 Apply several layers of primer to the area. Don't spray the primer on too heavy, so it sags or runs, and make sure each coat is dry before you spray on the next one. A professional-type spray gun is being used here, but aerosol spray primer is available inexpensively from auto parts stores



11 The primer will help reveal imperfections or scratches. Fill these with glazing compound. Follow the label instructions and sand it with 360 or 400-grit sandpaper until it's smooth. Repeat the glazing, sanding and respraying until the primer reveals a perfectly smooth surface



12 Finish sand the primer with very fine sandpaper (400 or 600-grit) to remove the primer overspray. Clean the area with water and allow it to dry. Use a tack rag to remove any dust, then apply the finish coat. Don't attempt to rub out or wax the repair area until the paint has dried completely (at least two weeks)

6 Body repair - minor damage

See color photo sequence

Repair of scratches

- 1 If the scratch is superficial and does not penetrate to the metal of the body, repair is very simple. Lightly rub the scratched area with a fine rubbing compound to remove loose paint and built up wax. Rinse the area with clean water.
- 2 Apply touch-up paint to the scratch, using a small brush. Continue to apply thin layers of paint until the surface of the paint in the scratch is level with the surrounding paint. Allow the new paint at least two weeks to harden, then blend it into the surrounding paint by rubbing with a very fine rubbing compound. Finally, apply a coat of wax to the scratch area.
- 3 If the scratch has penetrated the paint and exposed the metal of the body, causing the metal to rust, a different repair technique is required. Remove all loose rust from the bottom of the scratch with a pocket knife, then apply rust inhibiting paint to prevent the formation of rust in the future. Using a rubber or nylon applicator, coat the scratched area with glaze-type filler. If required, the filler can be mixed with thinner to provide a very thin paste, which is ideal for filling narrow scratches. Before the glaze filler in the scratch hardens, wrap a piece of smooth cotton cloth around the tip of a finger. Dip the cloth in thinner and then quickly wipe it along the surface of the scratch. This will ensure that the surface of the filler is slightly hollow. The scratch can now be painted over as described earlier in this Section.

Repair of dents

See photo sequence

- 4 When repairing dents, the first job is to pull the dent out until the affected area is as close as possible to its original shape. There is no point in trying to restore the original shape completely as the metal in the damaged area will have stretched on impact and cannot be restored to its original contours. It is better to bring the level of the dent up to a point which is about 7/8-inch below the level of the surrounding metal. In cases where the dent is very shallow, it is not worth trying to pull it out at all.
- 5 If the back side of the dent is accessible, it can be hammered out gently from behind using a soft-face hammer. While doing this, hold a block of wood firmly against the opposite side of the metal to absorb the hammer blows and prevent the metal from being stretched.
- 6 If the dent is in a section of the body which has double layers, or some other factor makes it inaccessible from behind, a different technique is required. Drill several small holes through the metal inside the damaged area, particularly in the deeper sections. Screw long, self-tapping screws into the holes just enough for them to get a good grip in the

metal. Now the dent can be pulled out by pulling on the protruding heads of the screws with locking pliers.

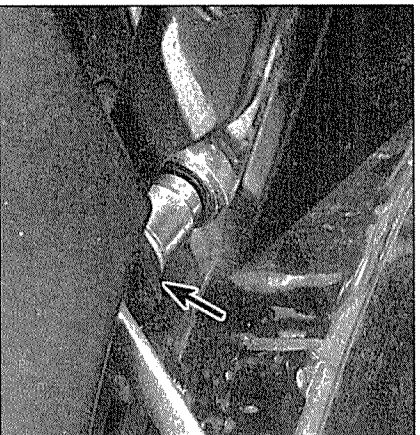
- 7 The next stage of repair is the removal of paint from the damaged area and from an inch or so of the surrounding metal. This is easily done with a wire brush or sanding disk in a drill motor, although it can be done just as effectively by hand with sandpaper. To complete the preparation for filling, score the surface of the bare metal with a screwdriver or the tang of a file or drill small holes in the affected area. This will provide a good grip for the filler material. To complete the repair, see the Section on *filling and painting*.

Repair of rust holes or gashes

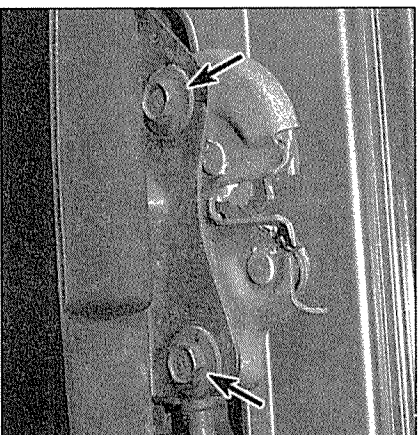
- 8 Remove all paint from the affected area and from an inch or so of the surrounding metal using a sanding disk or wire brush mounted in a drill motor. If these are not available, a few sheets of sandpaper will do the job just as effectively.
- 9 With the paint removed, you will be able to determine the severity of the corrosion and decide whether to replace the whole panel, if possible, or repair the affected area. New body panels are not as expensive as most people think and it is often quicker to install a new panel than to repair large areas of rust.
- 10 Remove all trim pieces from the affected area except those which will act as a guide to the original shape of the damaged body, such as headlight shells, etc. Using metal snips or a hacksaw blade, remove all loose metal and any other metal that is badly affected by rust. Hammer the edges of the hole on the inside to create a slight depression for the filler material.
- 11 Wire brush the affected area to remove the powdery rust from the surface of the metal. If the back of the rusted area is accessible, treat it with rust inhibiting paint.
- 12 Before filling is done, block the hole in some way. This can be done with sheet metal riveted or screwed into place, or by stuffing the hole with wire mesh.
- 13 Once the hole is blocked off, the affected area can be filled and painted. See the following subsection on *filling and painting*.

Filling and painting

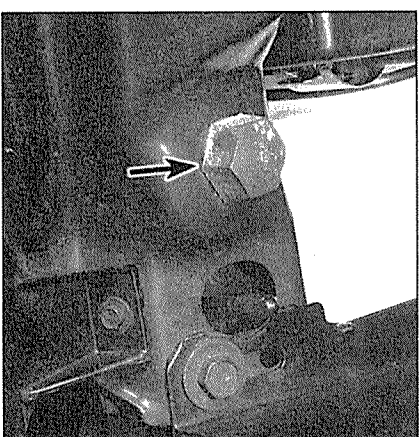
- 14 Many types of body fillers are available, but generally speaking, body repair kits which contain filler paste and a tube of resin hardener are best for this type of repair work. A wide, flexible plastic or nylon applicator will be necessary for imparting a smooth and contoured finish to the surface of the filler material. Mix up a small amount of filler on a clean piece of wood or cardboard (use the hardener sparingly). Follow the manufacturer's instructions on the package, otherwise the filler will set incorrectly.
- 15 Using the applicator, apply the filler paste to the prepared area. Draw the applicator across the surface of the filler to achieve the desired contour and to level the filler surface. As soon as a contour that approximates the original one is achieved, stop working the paste. If you continue, the paste will begin to stick to the applicator. Continue to add thin layers of paste at 20-minute intervals until the level of the filler is just above the surrounding metal.
- 16 Once the filler has hardened, the excess can be removed with a body file. From then on, progressively finer grades of sandpaper should be used, starting with a 180-grit paper and finishing with 600-grit wet-or-dry paper. Always wrap the sandpaper around a flat rubber or wooden block, otherwise the surface of the filler will not be completely flat. During the sanding of the filler surface, the wet-or-dry paper should be periodically rinsed in water. This will ensure that a very smooth finish is produced in the final stage.
- 17 At this point, the repair area should be surrounded by a ring of bare metal, which in turn should be encircled by the finely feathered edge of good paint. Rinse the repair area with clean water until all of the dust produced by the sanding operation is gone.
- 18 Spray the entire area with a light coat of primer. This will reveal any imperfections in the surface of the filler. Repair the imperfections with fresh filler paste or glaze filler and once more smooth the surface with sandpaper. Repeat this spray-and-repair procedure until you are satisfied that the surface of the filler and the feathered edge of the paint are perfect. Rinse the area with clean water and allow it to dry completely.
- 19 The repair area is now ready for painting. Spray painting must be carried out in a warm, dry, windless and dust free atmosphere. These conditions can be created if you have access to a large indoor work area, but if you are forced to work in the open, you will have to pick the day very carefully. If you are working indoors, dousing the floor in the work area with water will help settle the dust which would otherwise be in the air. If the repair area is confined to one body panel, mask off the surrounding panels. This will help minimize the effects of a slight mismatch in paint color. Trim pieces such as chrome strips, door handles, etc., will also need to be masked off or removed. Use masking tape and several thickness of newspaper for the masking operations.
- 20 Before spraying, shake the paint can thoroughly, then spray a test area until the spray painting technique is mastered. Cover the repair area with a thick coat of primer. The thickness should be built up using several thin layers of primer rather than one thick one. Using 600-grit wet-or-dry sandpaper, rub down the surface of the primer until it is very smooth. While doing this, the work area should be thoroughly rinsed with water and the wet-or-dry sandpaper periodically rinsed as well. Allow the primer to dry before spraying additional coats.
- 21 Spray on the top coat, again building up the thickness by using several thin layers of paint. Begin spraying in the center of the repair area and then, using a circular motion,



9.4 Use a wrench and socket to remove the hood hinge bolt and nut (arrow)



9.6 Loosen the bolts (arrows) and move the hood latch to adjust the hood closed position



9.7 Screw the hood bumpers in or out to adjust the hood flush with the fenders

work out until the whole repair area and about two inches of the surrounding original paint is covered. Remove all masking material 10 to 15 minutes after spraying on the final coat of paint. Allow the new paint at least two weeks to harden, then use a very fine rubbing compound to blend the edges of the new paint into the existing paint. Finally, apply a coat of wax.

7 Body repair - major damage

- 1 Major damage must be repaired by an auto body/frame repair shop with the necessary welding and hydraulic straightening equipment.
- 2 If the damage has been serious, it is vital that the structure be checked for proper alignment or the vehicle's handling characteristics may be adversely affected. Other problems, such as excessive tire wear and wear in the driveline and steering may occur.
- 3 Due to the fact that all of the major body components (hood, fenders, etc.) are separate and replaceable units, any seriously damaged components should be replaced rather than repaired. Sometimes these components can be found in a wrecking yard that specializes in used vehicle components, often at considerable savings over the cost of new parts.

8 Windshield and fixed glass - replacement

Replacement of the windshield and fixed glass requires the use of special fast setting adhesive/caulk materials. These operations should be left to a dealer or a shop specializing in glass work.

9 Hood - removal, installation and adjustment

Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the

lockout feature is turned off before performing any procedure which requires disconnecting the battery.

Note: The hood is somewhat awkward to remove and install - at least two people should perform this procedure.

Removal and installation

Refer to illustration 9.4

- 1 Disconnect the negative cable from the battery.
- 2 Open the hood and place rags or covers over the windshield and fenders to protect them during the removal procedure. Disconnect the underhood light electrical connector and remove the windshield washer hoses from the nozzles.
- 3 Remove the cowl vent grille end pieces (see Section 27).
- 4 Remove the hood bolts and nuts and lift off the hood (see illustration).
- 5 Installation is the reverse of removal.

Adjustment

Refer to illustrations 9.6 and 9.7

- 6 If necessary after installation, the entire hood latch assembly can be adjusted up-and-down as well as from side-to-side on the upper radiator support so the hood closes securely and is flush with the fenders. To do this, scribe a line around the hood latch mounting bolts to provide a reference point. Then loosen the bolts and reposition the latch assembly as necessary (see illustration). Following adjustment, retighten the mounting bolts.
- 7 Finally, adjust the hood bumpers on the radiator support so the hood, when closed, is flush with the fenders (see illustration).
- 8 The hood latch assembly, as well as the hinges, should be periodically lubricated with white lithium-based grease to prevent sticking and wear.

10 Hood release latch and cable - removal and installation

Warning: 1995 and later models are

equipped with an airbag. Always turn the steering wheel to the straight ahead position, place the ignition switch in Lock and remove the key, then remove the airbag fuse and unplug the yellow Connector Position Assurance (CPA) connector at the base of the steering column before working in the vicinity of the impact sensors, steering column or instrument panel to avoid the possibility of accidental deployment of the airbag, which could cause personal injury (see Chapter 12).

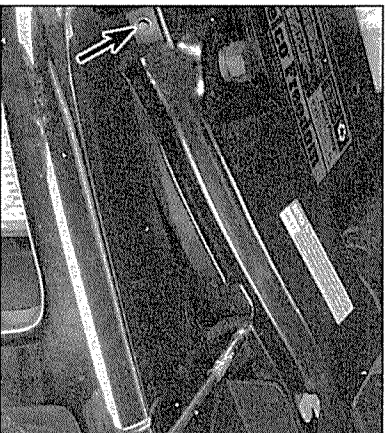
Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

Removal

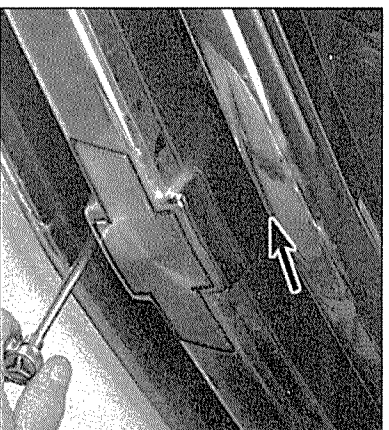
- 1 Detach the clips and remove the plastic air deflector cover.
- 2 Remove the radiator grille (see Section 11).
- 3 Detach the cable from the latch assembly and the clips at the front of the vehicle and in the engine compartment. To remove the latch assembly, remove the mounting bolts (see illustration 9.6).
- 4 Attach a piece of string or thin wire to the end of the cable and unclip all cable retaining clips.
- 5 Working in the passenger compartment, detach the left side cowl panel, remove two bolts and detach the hood release lever.
- 6 Remove the cable and grommet rearward, pulling them into the passenger compartment.

Installation

- 7 Ensure that the new cable has a grommet attached and then connect the string or wire to the new cable and pull it forward into the engine compartment.
- 8 Connect the cable and secure it with the retaining clips.
- 9 Ensure that the grommet is in place and install the hood release lever and any other components that were remove.



11.3a Remove the bolts along the top of the grille with a socket and extension tool



11.3b Remove the bolts inside the grille



12.3 Remove the bumper bolts (arrow)

11 Radiator grille - removal and installation

Refer to illustrations 11.3a and 11.3b

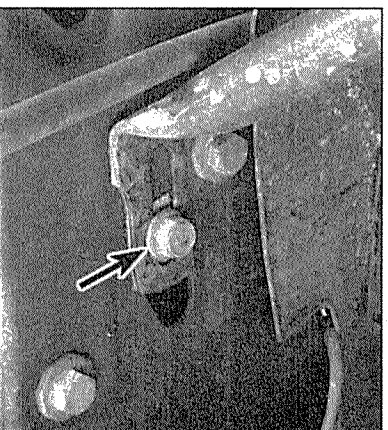
Warning: These models have airbags. Always turn the steering wheel to the straight ahead position, place the ignition switch in Lock, remove the airbag fuse and unplug the yellow Connector Position Assurance (CPA) connectors at the base of the steering column before working in the vicinity of the impact sensors, steering column or instrument panel to avoid the possibility of accidental deployment of the airbag, which could cause personal injury (see Chapter 12). **Caution:** On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

1998 and earlier models

- 1 Disconnect the negative cable from the battery.
- 2 Open the hood and unplug the side marker light connectors (some models).
- 3 Remove the grille mounting bolts (see illustrations).
- 4 Grasp the grille securely and detach the clips along the lower edge and lift it off.
- 5 Installation is the reverse of removal.

1999 and later models

- 6 Later model grilles are attached to the radiator support with several types of clips, depending on model. On 1999 models, all grilles are similarly mounted, except the Bravada, which has a wider grille and more clips. On 2000 and later models, only the GMC grille is like previous years, while Bravada and Chevrolet both have wider grilles. **Note:** On 2000 and later Diamond models, remove the grille guard before removing the grille.
- 7 To remove the grille, pull forward slowly and carefully until all the clips release from the radiator support.
- 8 On 2000 and later Chevrolet models with headlight washer system, remove the hose from the grille.
- 9 Remove the fog lamps and turn signals on models with wider grilles.



12.4 Remove the bumper brace-to-frame bolts (arrow)

- 10 Installation is the reverse of the removal procedure.

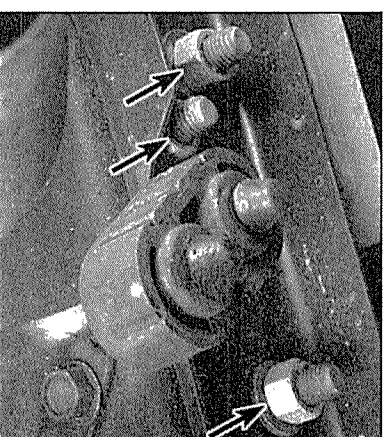
12 Bumpers - removal and installation

Warning: These models have airbags. Always turn the steering wheel to the straight ahead position, place the ignition switch in Lock, remove the airbag fuse and unplug the yellow Connector Position Assurance (CPA) connectors at the base of the steering column before working in the vicinity of the impact sensors, steering column or instrument panel to avoid the possibility of accidental deployment of the airbag, which could cause personal injury (see Chapter 12). **Caution:** On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

Front

Refer to illustrations 12.3 and 12.4

- 1 Remove the radiator grille (see Section 11). **Note:** On later models, the front bumper is a structural beam bolted to the chassis, and covered by a plastic fascia. Fascia removal varies with the model, but involves removal of bolts and releasing clips. Fasteners are found in the license plate opening, the bottom edge of the fascia, and the ends of the bumpers. In most models, the bumper can be



12.8 Rear bumper to frame bolt locations (arrows)

- removed from the vehicle with the fascia still attached, as long as any fasteners connecting the fascia to the front fenders are removed.
- 2 Remove the bumper beam-to-chassis bolts and detach the bumper (see illustration). On 2000 and later Bravada, Envoy and Xtreme models, disconnect the fog lights before removing the bumper/fascia.
 - 3 Remove the bumper-to-chassis bolts (see illustration).
 - 4 Remove the bumper brace-to-frame bolts/nuts and detach the bumper (see illustration).
 - 5 Detach the right and left side parking lights from the housings in the bumper.
 - 6 Installation is the reverse of removal.

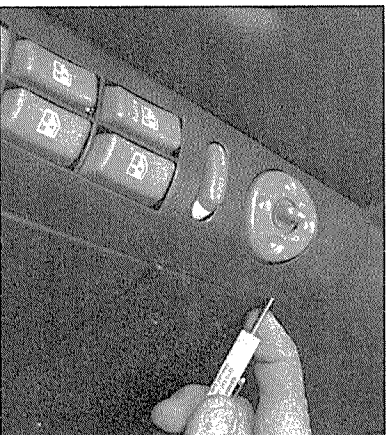
Rear

Refer to illustration 12.8

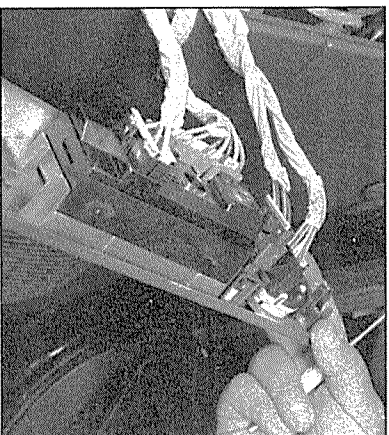
- 7 Remove the license plate light housing from the bumper and disconnect the lamp lead(s) (see Chapter 12).
- 8 Remove the bumper-to-frame and brace-to-bumper bolts/nuts and detach the bumper (see illustration).
- 9 Installation is the reverse of removal.

13 Door trim panel - removal and installation

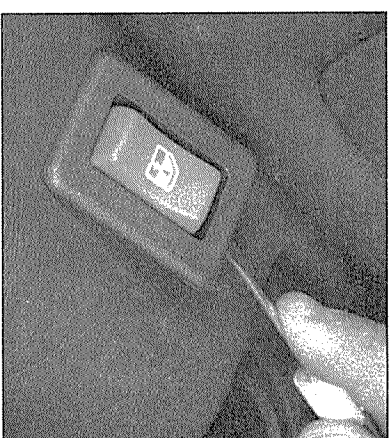
Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the



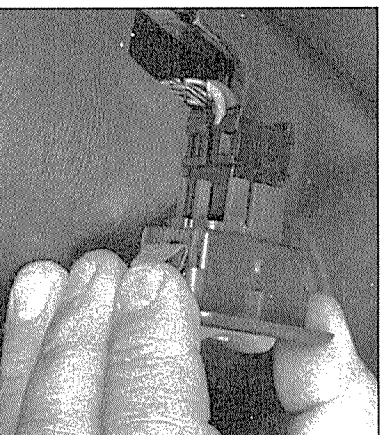
13.1a On models equipped with power windows, mirrors and door locks, gently pry off the armrest control panel . . .



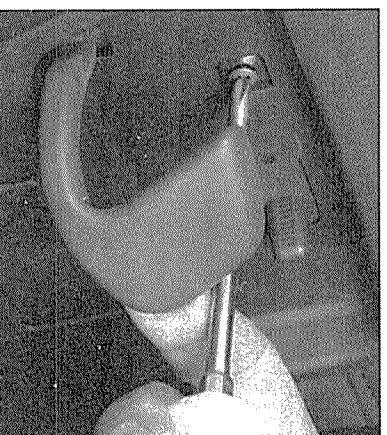
13.1b . . . and disconnect the electrical connectors from the back side



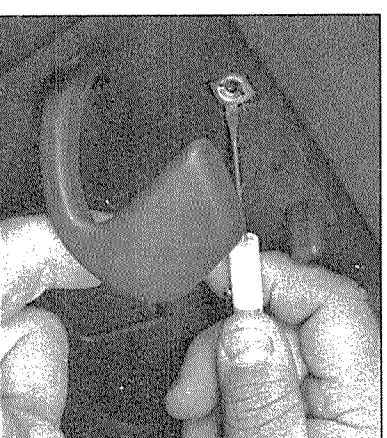
13.1c To remove an individual switch, pry it out . . .



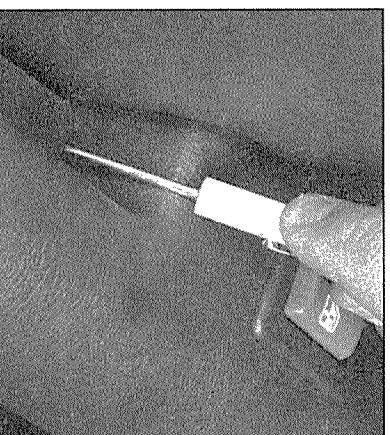
13.1d . . . and disconnect the electrical connectors from the rear side



13.3a Remove the door handle cover plastic fastener by unscrewing the center . . .



13.3b . . . then pry out the fastener with a small screwdriver



13.5a Pry off the cover in the door pull opening . . .



13.5b . . . and remove the bolts



13.5c Pull up on the door trim panel to detach it, then rotate it back and out of the door

lockout feature is turned off before performing any procedure which requires disconnecting the battery.

Removal

Refer to illustrations 13.1a, 13.1b, 13.1c, 13.1d, 13.3a, 13.3b, 13.5a, 13.5b, 13.5c and 13.6

1 On models equipped with power components (power windows and door locks), disconnect the negative cable at the battery. Pry out the control switch assembly and dis-

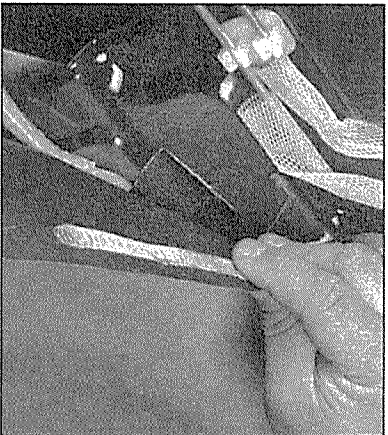
connect the electrical connectors (see illustrations).

2 On manual window equipped models, remove the window regulator handle by pressing in on the bearing plate and door trim panel and, with a piece of hooked wire, pull off the spring clip. A special tool is available for this purpose but its use is not essential. With the clip removed, remove the handle and the bearing plate.

3 Remove the inner door handle cover (see illustrations).

4 Remove the power door lock switch (if equipped).

5 Remove any remaining door trim panel retaining bolts/screws, then carefully pull the trim panel up and away from the door (see illustrations). Do not pull straight out from the door or you might break the trim panel retaining hooks. Unplug any wire harness connectors and remove the panel. **Note:** On 2000 and later extended-cab pickups, there is an optional third door, behind the driver's door,



13.6 For access to the inner door components, peel back the water shield - if you're careful, it can be reused

for access to the rear of the cab. The panel for this door is retained by clips, but you must first remove the bottom anchor bolt for the seat belt, then remove the upper trim cover at the shoulder harness mounting point.

6 For access to the inner door, carefully peel back the plastic water shield (see illustration).

Installation

7 Prior to installation of the door trim panel, be sure to reinstall any clips in the panel which may have come out when you removed the panel.

8 Plug in the wire harness connectors for the power door lock switch and the power window switch, if equipped, and place the panel in position in the door. Press the door panel into place and push down until the hooks are seated. Install the trim panel retaining screws. Install the power door lock switch assembly, if equipped. Install the manual regulator crank handle or power window switch assembly.

14 Outside mirror - removal and installation

Refer to illustration 14.3

Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

- 1 Disconnect the negative cable from the battery.
- 2 Remove the door trim panel (see Section 13).
- 3 Remove the mirror-to-door retaining nuts and, on power mirrors, unplug the electrical connector (see illustration).
- 4 Lift off the mirror assembly.
- 5 Installation is the reverse of removal.

15 Door - removal and installation

Refer to illustration 15.5

Caution: On models equipped with a Delco



14.3 Remove the outside mirror retaining nuts and on power models, unplug the electrical connector

Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

1 On models equipped with power components (power windows and door locks), disconnect the negative cable from the battery.

2 Remove the door trim panel (see Section 13). On doors with power components, unplug all electrical connections from the door (it is a good idea to label all connections to aid the reassembly process) and remove the electrical harness from the door.

3 Open the door all the way and support it on jacks or blocks covered with cloth or pads to prevent damaging the paint.

4 Use a spring compressor tool, available at most auto parts stores, to compress and remove the hinge spring. **Warning:** The door hinge spring may fly off the compressor tool during removal. To prevent personal injury, cover the spring with a heavy rag before removing it.

5 Have an assistant hold the door, remove the hinge pin retainers and drive out the pins then carefully lift off the door (see illustration).

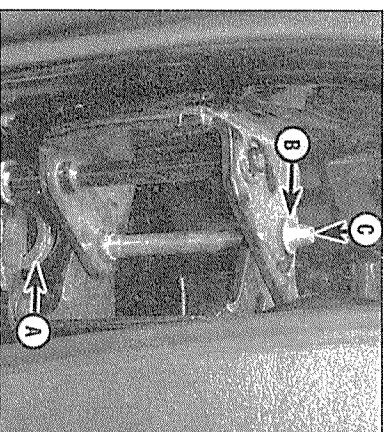
6 If the door does not close properly after installation, the door latch striker can be adjusted both up-and-down and sideways to provide positive engagement with the latch mechanism. This is done by loosening the door striker bolt and moving the striker as necessary.

7 Install the door by reversing the removal procedure.

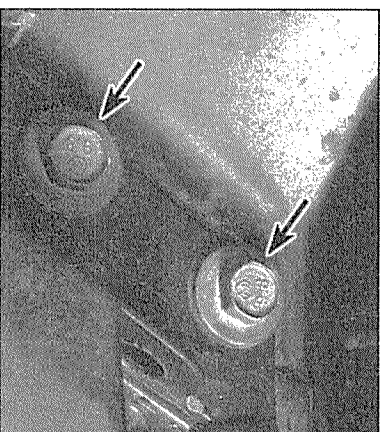
16 Front fender - Removal and installation

Refer to illustrations 16.7 and 16.8

Warning: 1995 and later models are equipped with an airbag. Always turn the steering wheel to the straight ahead position, place the ignition switch in Lock and remove the key, then remove the airbag fuse and unplug the yellow Connector Position Assurance (CPA) connector at the base of the steering column before working in the vicinity of the impact sensors, steering column or



15.5 Before beginning work, remove the spring (A) with the special compressor tool, then remove the clip (B) before driving out the hinge pin (C)

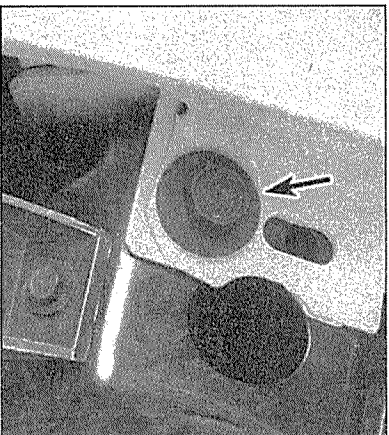


16.7 Remove the two bolts (arrows) at the rear upper edge of the front fender

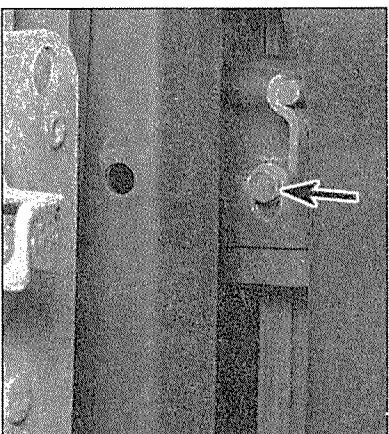
instrument panel to avoid the possibility of accidental deployment of the airbag, which could cause personal injury (see Chapter 12).

Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

- 1 Raise the vehicle, support it securely on jackstands and remove the front wheel.
- 2 Remove the radiator grille (see Section 11).
- 3 Disconnect all lighting assembly wiring harness connectors and other components that would interfere with fender removal.
- 4 Remove the front bumper (see Section 12).
- 5 Remove the hood (see Section 9).
- 6 Remove the bolts and detach the wheelhouse cover. Remove the cowl vent grille end pieces (see Section 27).
- 7 Remove the bolts securing the rear edge of the fender to the body. One bolt is accessible at the rear of the wheelhouse (near the bottom of the fender), one inside the door opening and two at the top-rear (see illustration).
- 8 Remove the bolts securing the top of the fender to the body (not all models).
- 9 Remove the fender-to-radiator support mounting bolts (see illustration). Depending on the year and model, the front of the fender



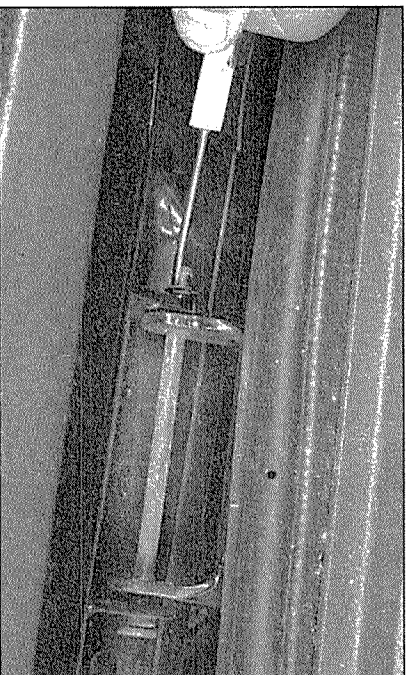
16.9 The front edge of the fender is retained to the radiator support by a bolt (arrow)



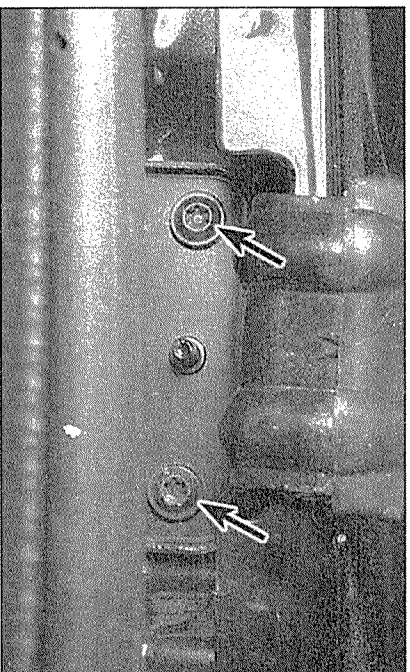
17.5 Remove the torque rod bolts (arrow)



17.6 Remove the bolt and detach the cable (arrow)



17.8 Remove the clip and drive out the hinge pin



18.6 Remove the Torx-head tailgate glass bolts (arrows)

may be bolted to the radiator support (at the top and bottom) and the end of the bumper fascia.

10 Detach the fender. It is a good idea to have an assistant support the fender while it's being moved away from the vehicle to prevent damage to the surrounding body panels.

11 Installation is the reverse of removal. Tighten all fasteners securely.

17 Tailgate - removal and installation

Refer to illustrations 17.5, 17.6 and 17.8

Pick-up models

- 1 Open the tailgate.
- 2 Detach the tailgate support cables.
- 3 Raise the tailgate to a 45-degree angle and with the help of an assistant, lift the left end from the hinge, followed by the right end and detach the tailgate from the vehicle.
- 4 Installation is the reverse of removal.

Blazer, Jimmy and Bravada models

- 5 With the tailgate open, remove the trim panels around the tailgate opening, then disconnect the electrical connectors. Working

underneath the rear of the vehicle, remove the torque rod bracket bolt (see illustration).

6 Remove the bolts and detach the support cables (see illustration).

7 Detach the support struts (see Section 19).

8 With an assistant supporting the weight of the tailgate, use a small screwdriver to remove the clips, then drive out the retaining pins and remove the tailgate (see illustration).

9 Installation is the reverse of removal.

18 Tailgate glass - removal, installation and adjustment

Refer to illustration 18.6

Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

Note: The tailgate glass is heavy and somewhat awkward to remove and install - at least two people should perform this procedure.

- 1 Disconnect the negative cable from the battery.
- 2 Open the tailgate glass and cover the upper body area around the opening with pads or blankets to protect the painted sur-

faces when the tailgate glass is removed.

3 Unplug all electrical connectors. On models with high-mounted stoplight attached to the glass, remove the stoplamp mounting screws and pull the light out far enough to disconnect the electrical connector.

- 4 While an assistant supports the tailgate glass, detach the support struts (see Section 19).
- 5 Draw around the hinge plates with a marking pen.
- 6 Remove the Torx-head hinge bolts and detach the tailgate glass from the vehicle (see illustration).
- 7 Installation is the reverse of removal.
- 8 If the tailgate glass needs to be adjusted, loosen the bolts and slightly reposition the latch, repeating the procedure as necessary.

19 Support struts - replacement

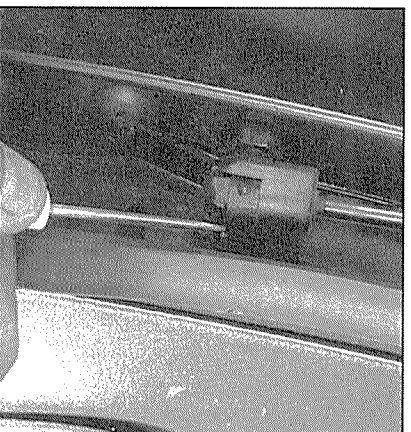
Refer to illustrations 19.2, 19.3, 19.5a and 19.5b

Tailgate glass

- 1 Open the tailgate glass and support it securely.
- 2 On the upper end of the tailgate glass strut, use a small screwdriver to detach the



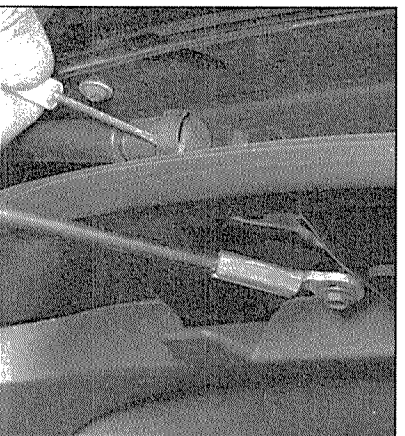
19.2 Pry off the clip and detach the upper end of the strut



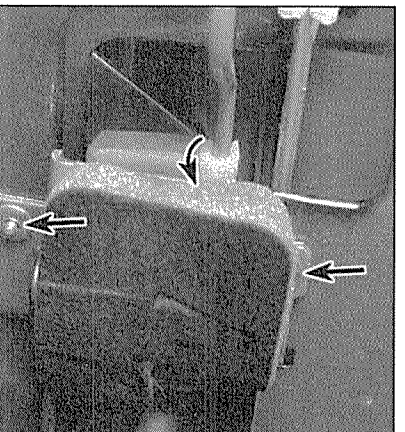
19.3 Use a small screwdriver to pry off the clip, then detach the end of the strut from the ballstud



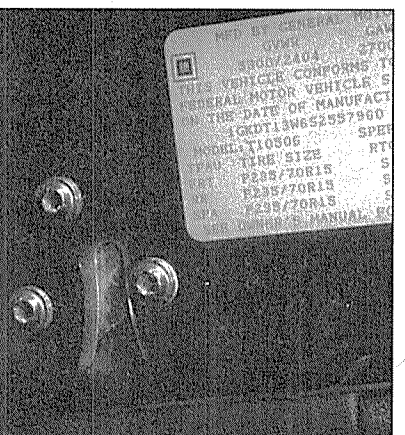
19.5a Pry the retaining clips off with a small screwdriver and detach the lower end . . .



19.5b . . . then the upper end of the strut



20.3 Rotate the plastic retainer off and detach the rod, then drill out the rivets (arrows) and remove the handle - on installation, install new rivets with a pop-riveting tool



20.10 To remove the latch assembly, unscrew the retaining screws at the rear edge of the door

Latch

Refer to illustration 20.10

9 From inside the door, disconnect the locking knob rod, inside handle rod and inside handle lock rod from the latch assembly.

10 Remove the latch assembly retaining screws and pull the assembly free (see illustration).

11 Installation is the reverse of the removal procedure.

21 Door window glass - removal and installation

Warning: Safety glasses and gloves should be worn when performing this procedure.

Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

1 Lower the glass fully in the door. On some models, the glass should be lowered to halfway, so that the regulator rollers can be accessed through the holes in the door. On models equipped with power windows and locks, disconnect the cable from the negative battery terminal.

clip and slide the retaining pin out (see illustration).

3 Detach the lower end of the strut by prying off the retaining clip with a small screwdriver, then pry the lower end off the ballstud (see illustration).

4 Installation is the reverse of removal.

Tailgate

5 Open the tailgate and support it securely. Pry the retaining clips off the upper and lower ends of both struts. Pry or pull sharply to detach the ends from the ballstuds (see illustrations).

6 Installation is the reverse of removal.

20 Door latch, lock cylinder and handles - removal and installation

Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

1 On models equipped with power components (power windows and door locks), disconnect the cable from the negative battery terminal.

Inside handle

Refer to illustration 20.3

2 With the window glass in the full up position, remove the door trim panel and water shield (see Section 13).

3 Disconnect the lock rod from the handle, drill out the rivets securing the handle to the door frame and remove the handle (see illustration).

4 Installation is the reverse of the removal procedure. **Note:** If you don't have a rivet tool, install screws, washers and locknuts to retain the handle.

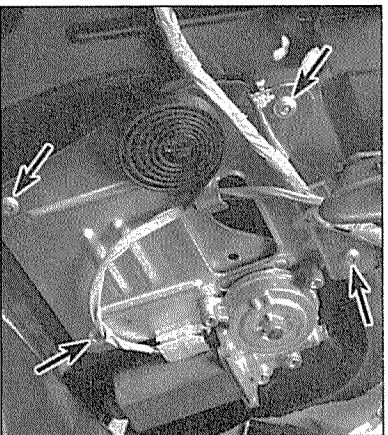
Outside handle and lock cylinder

5 Remove the door trim panel and water shield (see Section 13).

6 Disengage the handle and lock cylinder from the lock rods.

7 Remove the handle-to-door nuts and pull the handle free. Detach the lock cylinder from the handle.

8 Installation is the reverse of the removal procedure.



22.4 Drill out the regulator rivets (arrows) - power window regulator shown

- 2 Remove the door trim panel and water shield (see Section 13).

Front door

- 3 Remove the two bolts and detach the front glass run channel from the door.
- 4 Pry out the window weatherstrip in the top of the door opening.
- 5 Detach the glass from the regulator by bending the sash channel tab back, then raising the glass and tilting it forward and out of the rear regulator roller.
- 6 Tilt the glass up toward the rear, detach the sash roller and lift the glass out.
- 7 Installation is the reverse of removal.

Rear door

- 8 Remove the bolts and detach the front run channel and stationary vent glass assemblies from the door.
- 9 Detach the glass from the regulator by pushing it toward the rear and rotating it out of the regulator rollers.
- 10 Lift the glass out of the door.
- 11 Installation is the reverse of removal.

22 Door window regulator - removal and installation

Warning: Do not remove the electric motor from the regulator assembly. The lift arm is under tension from the counterbalance spring and could cause personal injury if allowed to retract.

Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

- 1 On models equipped with power components (power windows and door locks), disconnect the cable from the negative battery terminal.

Removal

Refer to illustration 22.4

- 2 With the window glass in the full up position, remove the door trim panel and water shield (see Section 13).
- 3 Raise the window glass in the "Up"



23.3 Grasp the column tilt lever and pull out sharply to remove it

- position and secure to the door frame with duct tape. Do not proceed until you're sure the weight of the window is supported.
- 4 Punch out the center pins of the rivets that secure the window regulator to the door frame and drill the rivets out with a 3/16-inch drill bit (see illustration).
 - 5 On power window equipped models, unplug the electrical connector.
 - 6 Disengage the regulator from the window glass sash and lift it from the door.

Installation

- 7 Place the regulator in position in the door and engage to the guide channel assemblies.
- 8 Secure the regulator to the door using 3/16-inch rivets and a rivet tool.
- 9 Plug in the electrical connector (if equipped).
- 10 Install the door trim panel. Connect the negative battery cable.

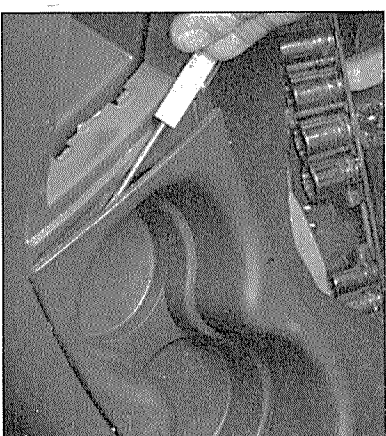
23 Steering column cover - removal and installation

Refer to illustration 23.3

Warning: 1995 and later models are equipped with an airbag. Always turn the steering wheel to the straight ahead position, place the ignition switch in Lock and remove the key, then remove the airbag fuse and unplug the yellow Connector Position Assurance (CPA) connector at the base of the steering column before working in the vicinity of the impact sensors, steering column or instrument panel to avoid the possibility of accidental deployment of the airbag, which could cause personal injury (see Chapter 12). The yellow wires and connectors routed through the instrument panel are for this system. Do not use electrical test equipment on these yellow wires or tamper with them in any way while working under the instrument panel.

Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

- 1 Disconnect the negative battery cable.



24.2a Use a small screwdriver to pry up on the cup holder to detach it from the console

- 2 Remove the column cover screws.
- 3 Grasp the steering column tilt lever securely and detach it by pulling straight out (see illustration).
- 4 Remove the screws from the bottom cover, then tilt the lower cover back toward the dash to disengage the cover from its clips. The upper cover has one retaining screw. On airbag-equipped models, it will be necessary to remove the steering wheel to provide sufficient clearance for removal of both covers (see Chapter 10).
- 5 Installation is the reverse of removal.

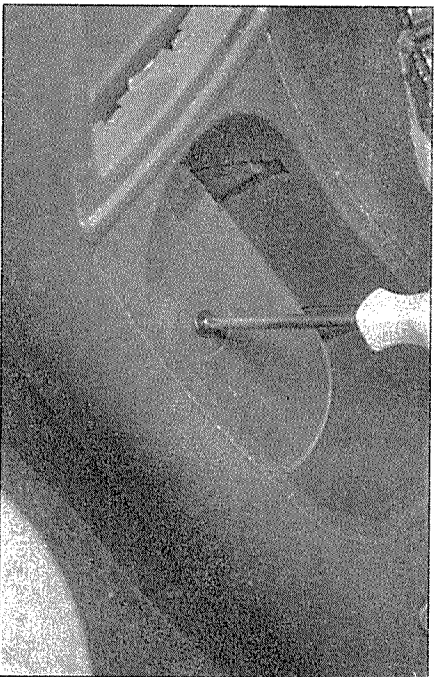
24 Console - removal and installation

Refer to illustrations 24.2a, 24.2b, 24.2c and 24.3

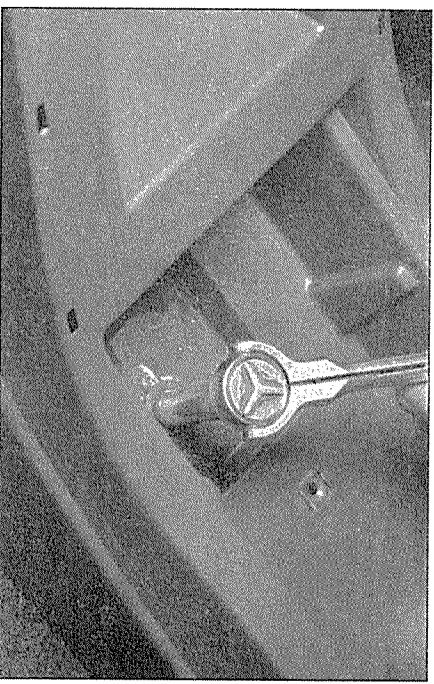
Warning: 1995 and later models are equipped with an airbag. Always turn the steering wheel to the straight ahead position, place the ignition switch in Lock and remove the key, then remove the airbag fuse and unplug the yellow Connector Position Assurance (CPA) connector at the base of the steering column before working in the vicinity of the impact sensors, steering column or instrument panel to avoid the possibility of accidental deployment of the airbag, which could cause personal injury (see Chapter 12). The yellow wires and connectors routed through the instrument panel are for this system. Do not use electrical test equipment on these yellow wires or tamper with them in any way while working under the instrument panel.

Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

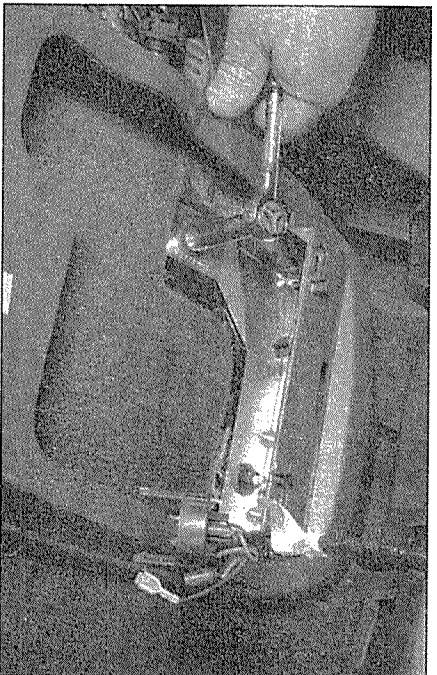
- 1 Remove the shift knob or lever. On models with an automatic transmission, pry out the clip and pull off the knob. On models with a manual transmission, simply remove the bolts and detach the shifter knob and lever assembly.
- 2 Pry out the cup holder for access. Remove the retaining screw and detach the console cover, then remove the nuts (see



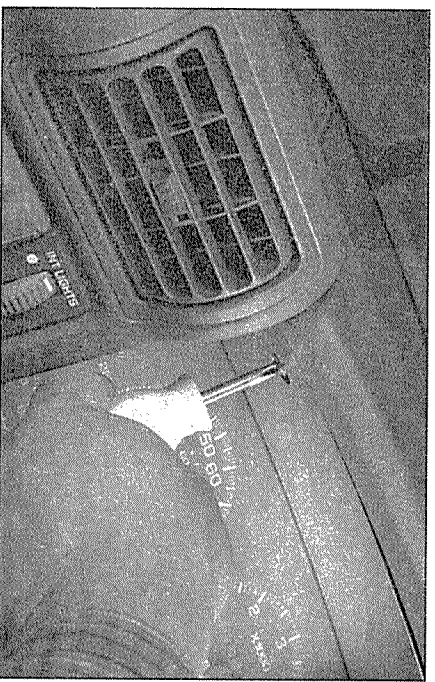
24.2b Remove the screw, the detach the console cover



24.2c Remove the console center retaining nut



24.3 Remove the nuts retaining the front of the console



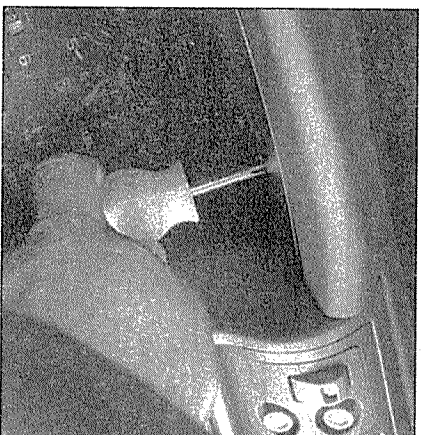
25.1a Remove the screws from the left side of the cluster bezel ...

- illustrations).** Open the storage compartment, pull out the compartment liner, and remove the nuts securing the rear of the console.
- 3 Remove the front console retaining nuts (see illustration).
 - 4 Detach the clips, unplug any electrical connectors and lift the console up and out of the vehicle. **Note:** Some later models have a short front console, which is secured to the floor with clips instead of nuts. Carefully pull up the console to remove it.
 - 5 Installation is the reverse of removal.

25 Instrument cluster bezel - removal and installation

Refer to illustrations 25.1a, 25.1b and 25.3

Warning: 1995 and later models are equipped with an airbag. Always turn the steering wheel to the straight ahead position, place the ignition switch in Lock and remove the key, then remove the airbag fuse and unplug the yellow Connector Position Assurance (CPA) connector at the base of the steering column before working in the vicinity of the impact sensors, steering column or instrument panel to avoid the possibility of accidental deployment of the airbag, which could cause personal injury (see Chapter 12). The yellow wires and connectors



25.1b ... and the right side of the cluster bezel



25.3 Pull the instrument cluster bezel straight out to detach the clips

routed through the instrument panel are for this system. Do not use electrical test equipment on these yellow wires or tamper with them in any way while working under the instrument panel.

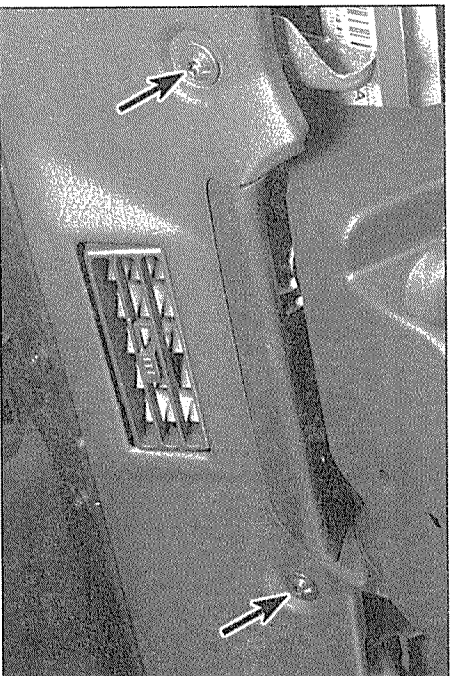
Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

- 1 Remove the two bezel-to-instrument

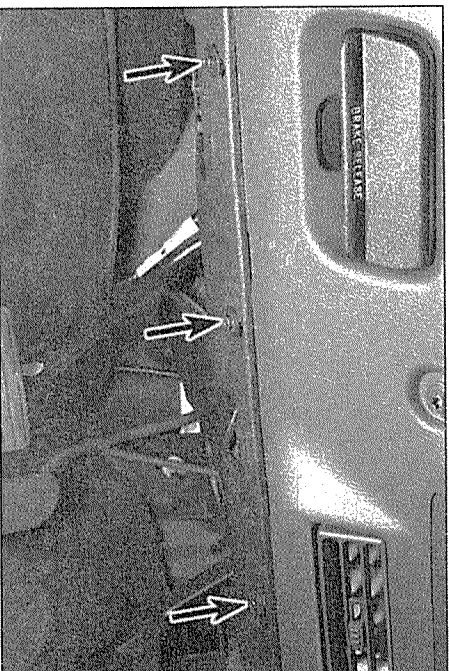
panel retaining screws (see illustrations). On 1999 and later models, remove the driver's knee bolster (see Section 26) for access to the two screws at the bottom of the cluster bezel.

- 2 Pull the bezel off the instrument panel and unplug the electrical connectors.

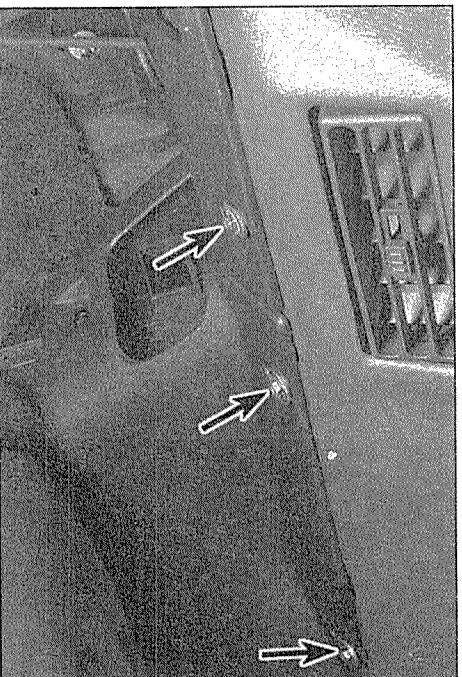
3 Grasp the bezel securely and pull back sharply to detach the clips from the instrument panel (see illustration). **Note:** Later models with three mounting screws do not have clips.



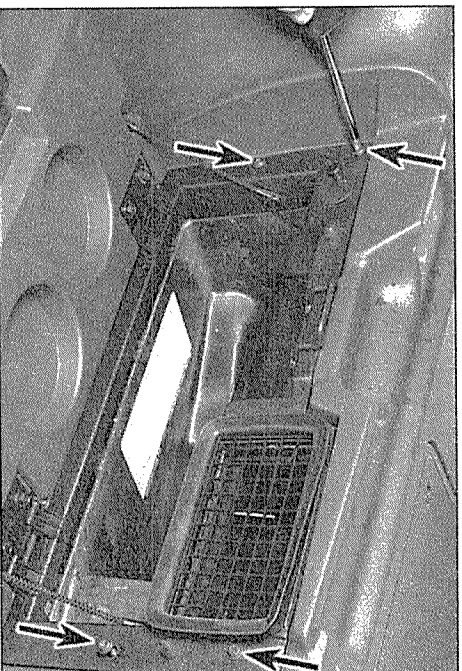
26.2 Remove the knee bolster screws (arrows)



26.7a Left side sound insulator screws (arrows)



26.7b Left side and center sound insulator screws (arrows)



26.9 Remove the screws (arrows) that attach the glove box to the instrument panel

- 4 Unplug the electrical connectors and remove the bezel.
- 5 Installation is the reverse of removal.

26 Dashboard trim panels - removal and installation

Warning: 1995 and later models are equipped with an airbag. Always turn the steering wheel to the straight ahead position, place the ignition switch in Lock and remove the key, then remove the airbag fuse and unplug the yellow Connector Position Assurance (CPA) connector at the base of the steering column before working in the vicinity of the impact sensors, steering column or instrument panel to avoid the possibility of accidental deployment of the airbag, which could cause personal injury (see Chapter 12). The yellow wires and connectors routed through the instrument panel are for this system. Do not use electrical test equipment on these yellow wires or tamper with them in any way while working under the instrument panel.

Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the

lockout feature is turned off before performing any procedure which requires disconnecting the battery.

Knee bolster

Refer to illustration 26.2

- 1 On earlier models, remove the instrument cluster bezel (see Section 25).
- 2 Remove the screws at the upper edge of the knee bolster (see illustration). On 1999 and later models, there are four screws, two at the top and two at the bottom.
- 3 Remove the left side sound insulator panel (see below).
- 4 If equipped with a tilt-column, tilt the steering column down and place the automatic transmission lever in Low.
- 5 Remove the remaining screws, lower the knee bolster from the instrument panel, disconnect the parking brake release cable. Unplug any electrical connectors and remove the bolster.
- 6 Installation is the reverse of the removal procedure.

Sound insulator panels

Refer to illustrations 26.7a and 26.7b

- 7 Remove the screws, detach the sound

insulator panel and lower it from the instrument panel (see illustrations).

- 8 Installation is the reverse of the removal procedure.

Glove box

Refer to illustration 26.9

- 9 Remove the screws, slide the glove box out and lower it from the instrument panel (see illustration). On 1999 and later models, push upward on the spring inside the left end of the glove compartment to release the door, then remove the four door-to-dash screws.
- 10 Installation is the reverse of the removal procedure.

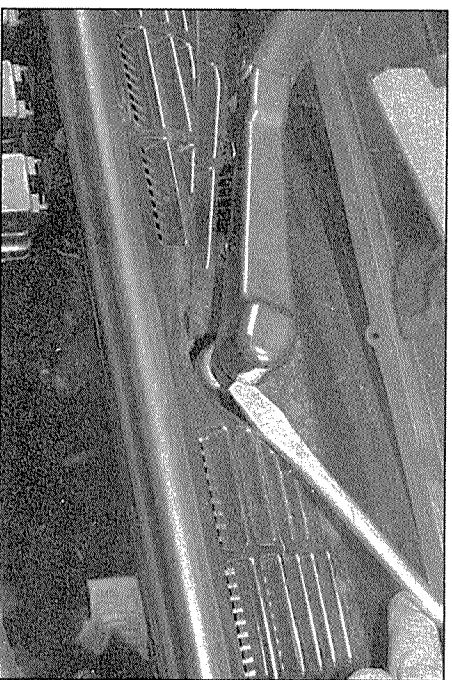
27 Cowl vent grille - removal and installation

Refer to illustrations 27.2, 27.3, 27.4a and 27.4b

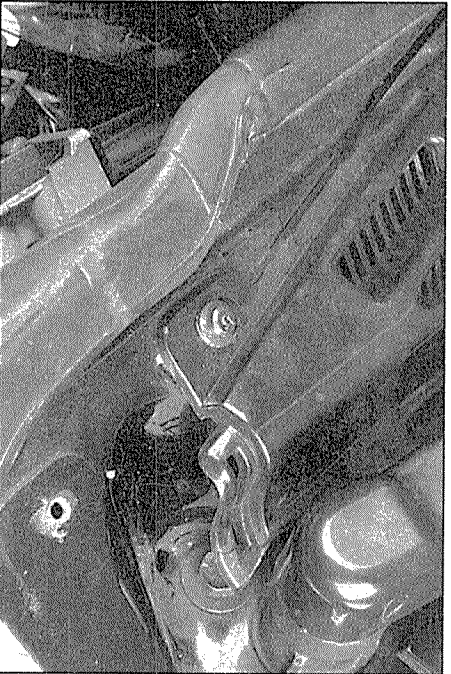
- 1 Mark the position of the windshield wiper blade on the windshield with a wax marking pen.
- 2 Remove the cowl vent grille end pieces



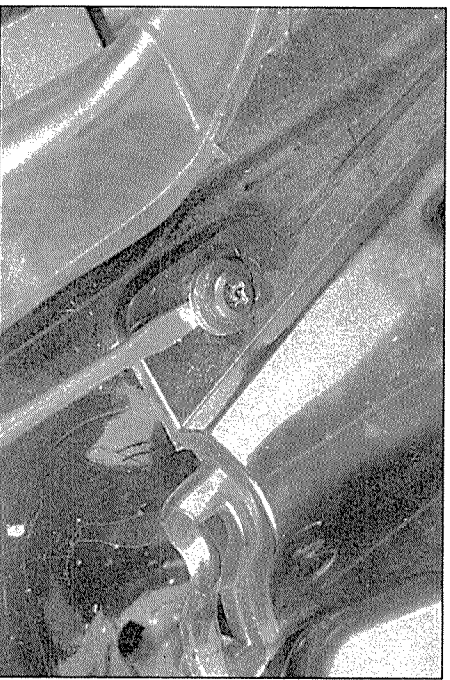
27.2 Remove the bolts and lift the vent grille end pieces off



27.3 Flip up the plastic cover, remove the nut and detach the wiper arm



27.4a Loosen the plastic retainer screws ...



27.4b ... then pry the retainers out with a screwdriver

(see illustration).

- 3 Pry the wiper arm covers up, remove the nuts and detach the wipers (see illustration).
- 4 Remove the plastic cowl retainers and detach the cowl grille from the vehicle (see illustrations).
- 5 Installation is the reverse of removal. Make sure to align the wiper blades with the marks made during removal.

28 Seats - removal and installation

Caution: On models equipped with a Delco Loc II anti-theft audio system, be sure the lockout feature is turned off before performing any procedure which requires disconnecting the battery.

- 1 On power seat models, disconnect the negative cable from the battery.

- 2 Disconnect any electrical connectors.
- 3 Remove the seat adjuster trim covers.
- 4 Remove the securing nuts and remove the seat. On SUV rear seats (split-bench), the passenger side seat section should be removed first. Tilt the seat-back forward to access the rear mounting bolts.
- 5 Installation is the reverse of the removal procedure. Tighten the nuts securely.